



Early Actions Progress Report

March 10, 2001

This is an update on the early actions recommended by the Trans-Lake Washington Study Committee in July 1999. Previous updates were provided to the committee in July and October 2001. The report lists the WSDOT and other jurisdiction staff who are involved in responding to the committee recommendations.

Many of the early actions have been resolved. The remaining early actions are being addressed by special studies for the Trans-Lake project, or they are being considered in projects by other jurisdictions. The information in this report is being made available on the project web site and at public open house meetings.

Description	Agency Lead/Contact	Status
<i>Trans-Lake Wide Principles</i>		
1. The Transportation Demand Management (TDM) Roundtable/PSRC should develop a work plan with an early focus on funding, strengthening and the coordination of TDM programs in the Trans-Lake corridors.	Lindy Johnson , Puget Sound Regional Council John Shadoff , WSDOT OUM	In Progress. The region's metropolitan transportation plan update, Destination 2030, is defining the next steps in TDM program needs, including funding. The plan is scheduled for adoption in May of 2001. As part of the update, a regional TDM action committee developed a series of TDM alternatives that included specific targets for trip reduction and funding. A preferred TDM element is in the March 2001 draft plan. See http://psrc.org/projects/mtp for more details. The Trans-Lake project's TDM program is building on a survey of local programs, Destination 2030, and the I-405 EIS to develop its TDM program, which is expected to include long and short term actions. A series of charettes and workshops will be conducted in March to confirm the TDM elements of the multimodal alternatives.
2. Develop an emergency plan for all Trans-Lake corridors that, among other alternatives, studies the feasibility of giving preference to HOV, transit, and freight on a temporary basis in an emergency.	Dave McCormick , WSDOT	In progress. Under a federal grant, WSDOT is working with King County on an emergency plan for the I-5 corridor. The results will help define a Trans-Lake plan. A summary of the emergency measures applied in response to the Fall 2000 barge incident on SR 520, as well as for the Ash Wednesday Earthquake, is now being prepared.

3. King County should reexamine its transit zone structure to more accurately reflect distances traveled.	Ann Martin , King County Metro	✓ Action taken. In December 1999, the County eliminated the two-zone structure for off-peak service. It remains in effect at peak periods.
4. WSDOT should implement an expanded motorist service patrol program throughout the Trans-Lake corridor.	Dave McCormick , WSDOT	✓ Action taken. A trial program is underway on all regional freeways, through funding restored by the state legislature. SR 520 "No parking" restrictions are also being implemented to allow immediate towing. WSDOT has included an extended program for SR 520 patrols in its current budget request.
SR 520 Actions		
1. WSDOT should work with affected communities to examine and implement (where shown effective) improved ramp metering operation eastbound and westbound on SR 520.	Dave McCormick , WSDOT	✓ Action taken. WSDOT developed plans for six east-side on-ramps on SR 520 and began ramp metering in August and September 2000. Ramps include 84 th , Bellevue Way; 108 th , 124 th and 148 th Avenues NE, NE 51 st , and W. Lake Sammamish Parkway. Metering of west side ramps has also been evaluated, with ramp metering for the arboretum ramps beginning earlier this year. Montlake area ramp metering options are still under review. A 6-month monitoring report on SR 520 ramp metering results will be published in late April 2001.
2. WSDOT should accelerate priority for installing stormwater runoff management systems for reducing polluting runoff from the existing highway into Lake Washington and adjoining waters.	Kim Farley , WSDOT OUM and Pat Moylan , WSDOT OUM	Under discussion. WSDOT staff have reviewed potential short-term stormwater runoff management options for the current bridge. A white paper is now being finalized. Effectiveness, safety and cost factors were considered in evaluating the options. Due to I-695, WSDOT has very limited funds for environmental retrofit programs. Additional study of stormwater management issues has been part of the current engineering and environmental analysis for the Trans-Lake project. Technical papers, including for water resources, will be published in late March.
3. WSDOT should examine the noise from joint vibrations on the existing bridge, reduce it if possible, and investigate other near-term noise mitigation techniques.	Kim Farley , WSDOT OUM	Additional actions taken. The project team has developed a technical paper describing noise and vibration issues for the facility, including a review of potential measures to reduce noise. This document will be published in early April 2001. As noted above, WSDOT has very limited funds for environmental retrofit programs. However, WSDOT is investigating options to fund a noise study earlier proposed by WSDOT Northwest region, but eliminated after the passage of I-695.

4. WSDOT, in conjunction with local jurisdictions, should take measures to reduce noise from trucks using compression brakes.	Dave McCormick , WSDOT	✓ Action taken. State law prohibits the use of unmuffled brakes in urban areas. The City of Seattle passed a noise control ordinance and requested additional signing for the SR 520 corridor. WSDOT placed the signs in August 2000.
5. Local and state law enforcement agencies should provide greater enforcement of HOV laws in the corridor.	Dave McCormick , WSDOT With Jonathan Layzer , City of Seattle	✓ Action taken. The State Patrol squad performing HOV enforcement is now fully staffed, although overall budgets were affected by I-695. Local enforcement at ramps is active in several locations, particularly the east side.
6. WSDOT, King County and local jurisdictions should improve bicycle access through consideration of a range of techniques, potentially including lockers, trails, and access via bike trailers during peak hours.	Rebecca Aue , Puget Sound Regional Council (for Destination 2030 non-motorized element)	Additional actions taken. An updated non-motorized plan, including priority improvements for facilities and services has been developed for Destination 2030, the regional transportation plan. Local jurisdictions and state and regional transportation agencies contributed to the effort.
SR 513 (Montlake Boulevard) Actions		
1. SEATLAN and WSDOT should request the Coast Guard to keep the Montlake Bridge down during the evening peak hours (3-7 p.m.).	Eric Tweit , City of Seattle	Under consideration. The City of Seattle has written the Seattle Office of the Coast Guard to request a change. The Seattle office can make short term changes, but long range decisions require formal federal review and approval. Management of the Montlake Bridge was transferred from WSDOT to City of Seattle in late 2000.
2. SEATLAN and King County should examine the location of bus stops to improve transit priority coming from Pacific Avenue onto Montlake Boulevard southbound, and for northbound Montlake bus traffic.	Jonathan Layzer , City of Seattle	In progress. The City of Seattle has initiated an areawide multimodal transportation study of the University area, including the Montlake area. Transit improvements, including bus stops modifications and other measures to improve speed and reliability will be considered.
3. SEATLAN and King County should study southbound HOV/transit lane possibilities on SR 513, in conjunction with local neighborhoods.	See above.	In progress. See above.
4. SEATLAN and WSDOT should make improvements to traffic information systems (e.g. radio, signs), north of 45th, and approaching SR 520 (southbound on Montlake).	Jonathan Layzer , City of Seattle	Under consideration. Although an initial staff review indicated that improved systems may have limited benefits, improvements are being reexamined in the City of Seattle's University District transportation study. (See item 2 above.)

<i>I-5 Actions</i>		
1. WSDOT should explore allowing transit to use the I-5 north mainline shoulder to the SR 520 exit for an express bus/HOV lane during peak periods.	Dave McCormick , WSDOT	No early action possible. This approach was utilized with limited success during the closure of the I-90 bridge. Major construction to I-5 would be needed to address operating and maintenance problems. This would not be considered a low cost or interim project. Further engineering analysis of SR 520/I-5 transit connection options is being considered in the Trans-Lake project as part of the multimodal alternatives evaluation.
2. WSDOT should study converting I-5 express lanes to become two-way transit or transit/HOV lanes during current open hours (barrier separated).	Dave McCormick , WSDOT	No early action possible. Conversion was studied by WSDOT in 1994, and was not recommended due to high construction costs and operations and maintenance costs.
<i>SR 522 Actions</i>		
1. WSDOT, King County, and local jurisdictions should provide preferential treatment for transit and HOV, as stated in the SR 522 recommendations.	Mark Mansfield , WSDOT OUM (for information on the project plan) Mark Leth , WSDOT NW Region Traffic (for information on individual projects by segment)	Action continues. The SR 522 plan final report is being completed in April 2001. Although I-695 reduced available funding, transit and HOV improvement projects in several segments are still progressing. WSDOT will continue to work with the cities of Seattle, Kenmore, Lake Forest Park and Bothell to further develop funding and project implementation details.
<i>High-Capacity Transit Actions</i>		
1. Sound Transit should accelerate its planning for high-capacity transit alternatives for Trans-Lake service to serve as input to the EIS resulting from the committee recommendations.	Barb Gilliland , Sound Transit Systems Integration Program Manager	✓Action taken. Sound Transit is now a partner agency for the Trans-Lake Washington Project, and is currently discussing the Phase II planning program with the ST Board. ST is taking the lead role in developing the HCT alternatives for the EIS.